

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-34. (Cancelled)

35. (Currently Amended) A motor vehicle seat comprising:
a backrest operable to be brought into an upright use position to form a support for a seat user's back;

a pivotably mounted cushion carrier for a seat cushion which, in its use position, defines a seat surface for a seat user;

a folding mechanism for folding over the cushion carrier to a folded position in front of the backrest, so that the cushion carrier essentially extends along the backrest when the backrest is in its upright use position;

wherein the folding mechanism comprises a pair of levers connected to each other in an articulated manner at a knee joint, the pair of levers enclosing an acute angle at the knee joint; and

wherein, when the cushion carrier is folded over from the use position to the folded position in front of the backrest, the acute angle is transformed into an obtuse~~a reflex~~ angle by going beyond a neutral angular position of 180°.

36. (Currently Amended) The~~A~~ motor vehicle seat as claimed in claim 35, comprising:
a backrest operable to be brought into an upright use position to form a support for a seat user's back;
a pivotably mounted cushion carrier for a seat cushion which, in its use position, defines a seat surface for a seat user;

a folding mechanism for folding over the cushion carrier to a folded position in front of the backrest, so that the cushion carrier essentially extends along the backrest when the backrest is in its upright use position;

wherein the folding mechanism comprises a pair of levers connected to each other in an articulated manner at a knee joint, the pair of levers enclosing an acute angle at the knee joint;

wherein, when the cushion carrier is folded over from the use position to the folded position in front of the backrest, the acute angle is transformed into a reflex angle; and

wherein, when the ~~obtuse-reflex~~ angle of greater than 180° is achieved, a further increase of the angle is prevented by the folding mechanism.

37. (Withdrawn) A motor vehicle seat comprising:

a backrest operable to be brought into an upright use position to form a support for a seat user's back;

a pivotably mounted cushion carrier for a seat cushion which, in its use position, defines a seat surface for a seat user;

a folding mechanism for folding over the cushion carrier to a folded position in front of the backrest, so that the cushion carrier essentially extends along the backrest when the backrest is in its upright use position;

wherein the folding mechanism comprises a pair of levers connected to each other in an articulated manner at a knee joint, the knee joint being guided in a guide device provided on one of the levers; and

wherein the guide device has a point of discontinuity across which the knee joint moves when the cushion carrier is folded from the use position to the folded position in front of the backrest, so that, when the cushion carrier is folded upward in front of the backrest, the knee joint passes into a section of the guide device beyond the point of discontinuity.

38. (Withdrawn) The motor vehicle seat as claimed in claim 37, wherein the point of discontinuity is formed by an angled portion of the guide device in an end section of the guide device.

39. (Previously Presented) The motor vehicle seat as claimed in claim 35, comprising means for limiting an adjustment path of at least one lever of the pair of levers during the folding over of the cushion carrier and which, when a predetermined angle between the two levers of the pair of levers is reached, the means for limiting oppose a further movement of the at least one lever, which would otherwise lead to an enlargement of the angle.
40. (Previously Presented) The motor vehicle seat as claimed in claim 39, wherein the means for limiting the adjustment path are formed by a stop.
41. (Previously Presented) The motor vehicle seat as claimed in claim 40, wherein the stop limits a movement of one lever of the pair of articulated levers, the lever interacting with the stop configured to be coupled to a floor subassembly of a motor vehicle.
42. (Previously Presented) The motor vehicle seat as claimed in claim 41, wherein the stop is provided on one of a floor subassembly of the motor vehicle and on one lever of the pair of articulated levers.
43. (Withdrawn) The motor vehicle seat as claimed in claim 42, wherein the stop is formed on the guide device on one lever of the pair of levers, and wherein the other lever of the pair of levers is guided in the guide device.
44. (Withdrawn) The motor vehicle seat as claimed in claim 43, wherein the other lever is guided in the guide device by a guide element forming the knee joint of the pair of levers.
45. (Withdrawn) The motor vehicle seat as claimed in claim 43, wherein the stop is formed on an angled end section of the guide device.
46. (Withdrawn) The motor vehicle seat as claimed in claim 37, wherein the guide device is formed by an elongated hole extended along one lever of the pair of levers.

47. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein the pair of levers is formed by two levers, wherein one of the levers is arranged on the cushion carrier and the other is to be coupled pivotably to a floor subassembly of a motor vehicle.

48. (Previously Presented) The motor vehicle seat as claimed in claim 47, wherein the lever arranged on the cushion carrier is one of coupled pivotably to the cushion carrier and is attached rigidly to the cushion carrier.

49. (Currently Amended) The motor vehicle seat as claimed in claim 47, wherein coupling points of the pair of levers on the cushion carrier and on the floor subassembly, respectively, and the knee joint of the pair of levers are arranged in such a manner with respect to a pivot axis about which the cushion carrier is foldable that, when the obtusereflex angle is present between the pair of levers, the arrangement of the coupling points and of the knee joint opposes a pivoting movement of the cushion carrier about its pivot axis, which would otherwise lead to the cushion carrier folding back into the use position.

50. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein, in the folded position of the cushion carrier, a stop surface of one lever of the pair of levers bears against the cushion carrier and thereby opposes a folding of the cushion carrier forward.

51. (Currently Amended) The motor vehicle seat as claimed in claim 35, wherein an actuating element is arranged on one lever of the pair of levers, wherein by actuation of the actuating element, the obtusereflex angle between the two levers of the pair of levers is transferable into the acute angle in order to allow the folding back of the cushion carrier into the use position.

52. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein elastic means are provided which oppose a resetting movement of the cushion carrier from its folded position, into its use position.

53. (Previously Presented) The motor vehicle seat as claimed in claim 52, wherein the elastic means act on at least one of the levers of the pair of levers.
54. (Previously Presented) The motor vehicle seat as claimed in claim 53, wherein the elastic means are arranged on the knee joint of the pair of levers.
55. (Previously Presented) The motor vehicle seat as claimed in claim 54, wherein the elastic means are formed by a torsion spring with two free limbs, each being supported on one of the levers of the pair of levers.
56. (Previously Presented) The motor vehicle seat as claimed in claim 55, wherein the elastic means act on one lever of the pair of levers.
57. (Previously Presented) The motor vehicle seat as claimed in claim 53, wherein the elastic means are formed by a linear spring.
58. (Previously Presented) The motor vehicle seat as claimed in claim 52, wherein sections of at least one of a backrest cushion and the seat cushion serve as elastic means opposing a resetting movement of the cushion carrier from its folded position in front of the backrest.
59. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein the knee joint is supported on a floor subassembly when the cushion carrier is in the use position.
60. (Previously Presented) The motor vehicle seat as claimed in claim 59, wherein, when the cushion carrier is folded over to the folded position, the knee joint is raised from the floor subassembly.
61. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein the backrest is forwardly foldable in the direction of the seat surface defined by the cushion carrier.
62. (Previously Presented) The motor vehicle seat as claimed in claim 61, wherein the backrest is mounted pivotably about an axis.

63. (Previously Presented) The motor vehicle seat as claimed in claim 35, wherein the pivot axis of the cushion carrier is mounted movably.
64. (Previously Presented) The motor vehicle seat as claimed in claim 63, wherein the pivot axis of the cushion carrier is arranged on a third lever.
65. (Previously Presented) The motor vehicle seat as claimed in claim 64, wherein the third lever is coupled pivotably with one end to the cushion carrier at a coupling point, and wherein at the coupling point the third lever forms the pivot axis of the cushion carrier.
66. (Previously Presented) The motor vehicle seat as claimed in claim 65, wherein the third lever is to be coupled with its other end to a floor subassembly of a motor vehicle.
67. (Previously Presented) The motor vehicle seat as claimed in claim 61,
wherein the pivot axis of the cushion carrier is moveably mounted,
wherein the pivot axis of the cushion carrier is arranged on a third lever,
wherein the third lever is coupled pivotably with one end to the cushion carrier at a coupling point, and wherein at the coupling point the third lever forms the pivot axis of the cushion carrier, and
wherein the third lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.
68. (Previously Presented) The motor vehicle seat as claimed in claim 67, wherein, when the backrest is folded forward in a direction of the seat surface defined by the cushion carrier, the third lever forming the pivot axis of the cushion carrier is actuated by the coupling lever in such a manner that the pivot axis of the cushion carrier is lowered in a direction of a floor subassembly.
69. (Withdrawn) The motor vehicle seat as claimed in claim 43, wherein the guide device is formed by an elongated hole extended along the one lever of the pair of levers.

70. (Previously Presented) The motor vehicle seat as claimed in claim 56, wherein the elastic means are formed by a linear spring.
71. (Previously Presented) The motor vehicle seat as claimed in claim 62, wherein the pivot axis of the cushion carrier is moveably mounted, wherein the pivot axis of the cushion carrier is arranged on a third lever, wherein the third lever is coupled pivotably with one end to the cushion carrier at a coupling point, and wherein at the coupling point the third lever forms the pivot axis of the cushion carrier, and wherein the third lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.
72. (Previously Presented) The motor vehicle seat as claimed in claim 61, wherein the pivot axis of the cushion carrier is moveably mounted, wherein the pivot axis of the cushion carrier is arranged on a third lever, wherein the third lever is coupled pivotably with one end to the cushion carrier at a coupling point, wherein at the coupling point the third lever forms the pivot axis of the cushion carrier, wherein the third lever is to be coupled by with its other end to a floor subassembly of a motor vehicle and wherein the third lever forming the pivot axis of the cushion carrier is operatively connected to the backrest via a coupling lever.
73. (Previously Presented) The motor vehicle seat as claimed in claim 56, wherein the elastic means act on one lever of the pair of levers that is connected in an articulated manner to a floor subassembly.